

# I-5 Rose Quarter Improvement Project Update

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Joint Committee on Transportation

February 27, 2020

Mac Lynde | Deputy Administrator, Delivery and Operations

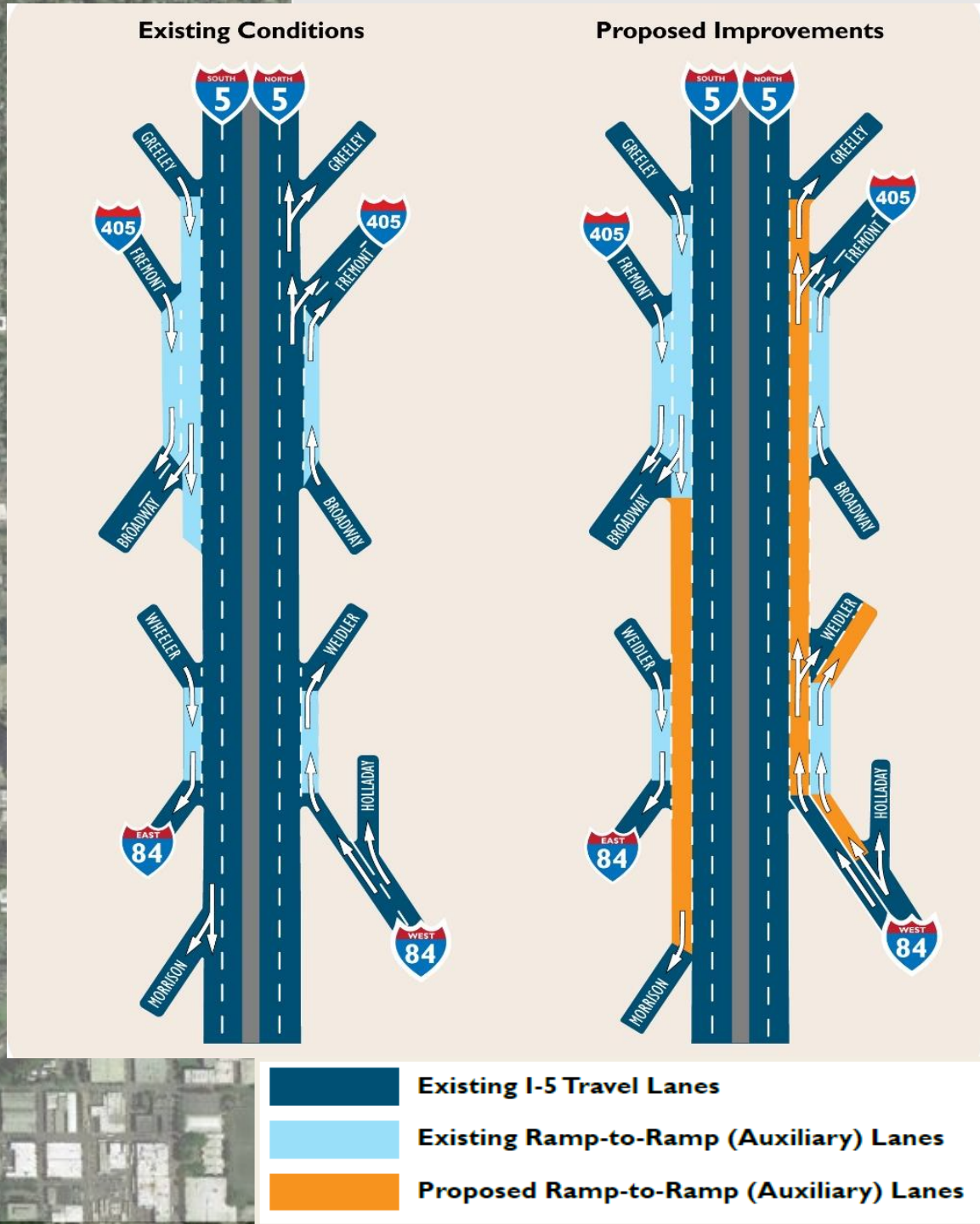
Megan Channell, AICP | I-5 RQ Project Director

Mike Baker, PE | Owner's Representative Project Manager

# Project Background

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- Decades of planning to date
- House Bill 2017 (2017)
- \$30M/year available beginning Jan 1, 2022
- Cost Estimate completed Feb 1, 2020





# NEEDS AND BENEFITS



**Safety & Congestion**



**Travel Reliability**



**Multimodal Connections**



**Economic Opportunities**

- 12 hours of daily congestion
- Top crash rate on urban interstate in Oregon
- Worst freight bottleneck in Oregon
- 19<sup>th</sup> worst U.S. freight bottleneck

- Save 2.5 million hours of delay
- Up to 50% reduction in crashes
- New multimodal connections over I-5
- Catalyst for near-term jobs and future development

# Project Component: I-5 MAINLINE



- Auxiliary lane and full shoulders in each direction on I-5 between I-84 and I-405
- Relocate I-5 SB on-ramp near Moda Center
- Lower I-5 mainline to reduce local street impacts and maintain vehicle clearance
- Refined alignments at I-405 and I-84 to improve safety and traffic operations



# Project Component: HIGHWAY COVERS/LIDS







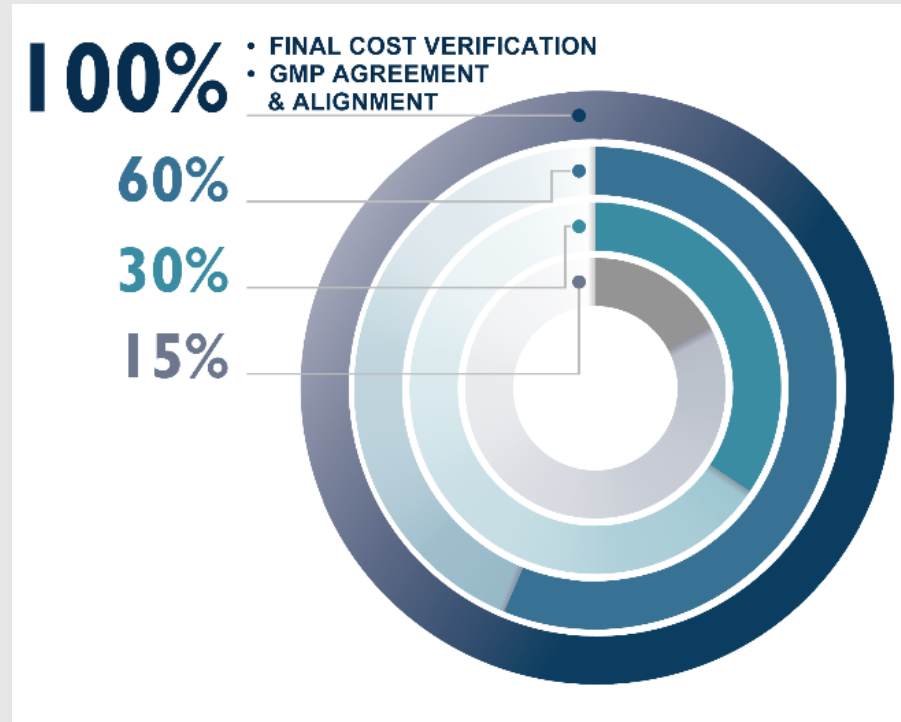
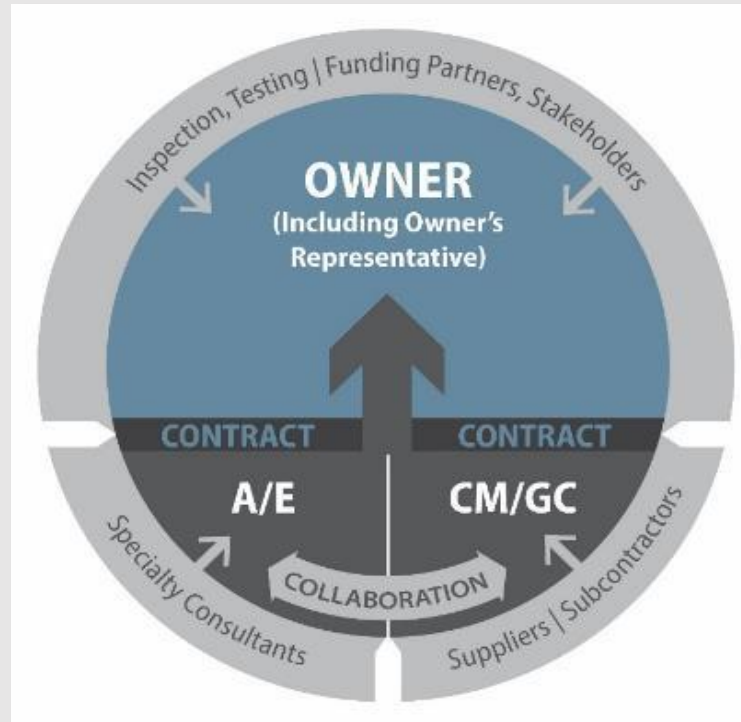
# Project Component: MULTIMODAL IMPROVEMENTS

- Improve safety on high-crash corridor (Broadway St.)
- Clackamas pedestrian and bicycle crossing and local street improvements
- Improve access to local destinations and transit centers



# DELIVERY METHOD: CM/GC

- Greater flexibility for adapting to change
- Innovative solutions
- Highly collaborative
- Risk mitigation





# COST SUMMARY

All values in Millions

Preliminary  
*in 2017 dollars*

Updated  
*in 2025 dollars*

TOTAL

Right-of-Way

Utility Reimbursements

Preliminary Engineering

Construction

Inflation

# COST SUMMARY

All values in Millions

Preliminary  
in 2017 dollars

Updated  
in 2025 dollars

TOTAL

Right-of-Way

Utility Reimbursements

Preliminary Engineering

Construction

Inflation

\$0.0

\$130.0 to \$147.0

## Inflation Changes

- 2017 estimate did not include inflation (no delivery timeline)
- Updated estimate assumes range of 3% to 3.5% annual increase from 2017 to 2025 (presumed mid point of construction)



# COST SUMMARY

All values in Millions

**Preliminary**  
*in 2017 dollars*

**Updated**  
*in 2025 dollars*

TOTAL

Right-of-Way

Utility Reimbursements

Preliminary Engineering

**Construction**

\$380.0 to \$423.0

\$461.2 to \$507.1

Inflation

\$0.0

\$130.0 to \$147.0

## Construction Changes

- Roadwork / Covers
  - Lowering I-5 mainline profile
  - I-5 paving: asphalt to concrete
  - Fire and Life Safety system
- Structures/Walls
  - Increased retaining walls
  - Two new sound walls
- Contingency
- Construction Engineering
  - 15% of bid item work

# COST SUMMARY

All values in Millions

Preliminary  
in 2017 dollars

Updated  
in 2025 dollars

TOTAL

Right-of-Way

Utility Reimbursements

Preliminary Engineering

Construction

Inflation

\$64.0 to \$71.0

\$380.0 to \$423.0

\$0.0

\$74.2 to \$81.0

\$461.2 to \$507.1

\$130.0 to \$147.0

## Preliminary Engineering Changes

- 15% of bid items
- Change due to increased bid items in construction cost
- New partner staffing intergovernmental agreements
- New Independent Estimator costs



# COST SUMMARY

All values in Millions

Preliminary  
in 2017 dollars

Updated  
in 2025 dollars

TOTAL

Right-of-Way

Utility Reimbursements

Preliminary Engineering

Construction

Inflation

\$0.0

\$64.0 to \$71.0

\$380.0 to \$423.0

\$0.0

\$7.6

\$74.2 to \$81.0

\$461.2 to \$507.1

\$130.0 to \$147.0

## Utility Reimbursement Changes

- Incorporates utility technical analysis from environmental review
- Includes inflation from 2017 to 2022

# COST SUMMARY

All values in Millions

**Preliminary**  
*in 2017 dollars*

**Updated**  
*in 2025 dollars*

TOTAL

Right-of-Way

\$6.0

\$42.0 to \$52.3

Utility Reimbursements

\$0.0

\$7.6

Preliminary Engineering

\$64.0 to \$71.0

\$74.2 to \$81.0

Construction

\$380.0 to \$423.0

\$461.2 to \$507.1

Inflation

\$0.0

\$130.0 to \$147.0

## Right-of-Way Changes

- Incorporates new right-of-way technical analysis from environmental review
- Additional properties identified to accommodate construction access, staging needs and easements
- Does not account for potential surplus proceeds upon future resale



## COST SUMMARY

*All values in Millions*

**Preliminary**  
*in 2017 dollars*

**Updated**  
*in 2025 dollars*

**TOTAL**

**\$450.0 to \$500.0**

**\$715.0 to \$795.0**

**Right-of-Way**

**\$6.0**

**\$42.0 to \$52.3**

**Utility Reimbursements**

**\$0.0**

**\$7.6**

**Preliminary Engineering**

**\$64.0 to \$71.0**

**\$74.2 to \$81.0**

**Construction**

**\$380.0 to \$423.0**

**\$461.2 to \$507.1**

**Inflation**

**\$0.0**

**\$130.0 to \$147.0**

## Major Change Summary

- Inflation represents nearly 50% of total cost change

Primary cost increases:

- Construction: Lowering I-5, concrete pavement, Fire and Life Safety system, retaining walls, sound walls
- Utility reimbursements
- Right-of-Way for constructability
- Risk-based contingency for construction cost

# ESTIMATED DELIVERY SCHEDULE



**I-5 Rose Quarter Improvement Project**

\* Jan 2022: HB 2017 Funding Begins

# NEXT STEPS

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- Implement January 2020 OTC direction
- Capitalize on CM/GC delivery model for cost savings
- Conduct ongoing value engineering
- Advance early construction work to reduce inflation effect
- Federal, state, local funding partnership opportunities



THANK YOU

